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THURSDAY.

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THURSDAY.

PRICE TWO CENTS.

# Col. Kennedy Seems to Be the Logical Candidate of the Shannon Democracy for Mayor.

MAINE DISASTER EVEN MORE TER-RIBLE THAN WAS FEARED.

CAUSE IS STILL A MYSTERY.

SIGSBEE SAID TO BELIEVE IT WAS A FLOATING TORPEDO,

RIGID INQUIRY TO BE MADE.

MANY NAVAL MEN POSITIVE THAT IT WAS NOT AN ACCIDENT.

Disaster Caused Great Excitement in Washington, but Led to No Belligerent Speeches or Resolutions in Congress-Maine May Be Raised.

Havana, Feb. 16 .- Out of 354, the total number of the crew of the Maine,

Havana, Feb. 16 .- Captain Sigabee, interviewed this evening by the correspondent of the Associated Press with reference to the cause of the explosion on the Maine, said:

competent investigators will decide from an interior or exterior cause.

such an investigation has been made. I will not and cannot conscientiously anticipate the decision, nor do I wish to make any unjust estimate of the reason for the disaster."

Key West, Fla., Feb. 16.-The correspondent of the Associated Press has been assured in a reliable quarter that Captain Sigsbee is under the imup by a floating torpedo and that he has communicated his impressions to Washington, asking at the same time that the navy department should send naval engineers and mechanics to investigate the explosion.

Washington, Feb. 16 .- After a day of intense excitement at the navy department and elsewhere, growing out of the destrucharbor last night, the situation to-night, after the exchange of a number of cablegrams between Washington and Havana, can be summed up in the words of Secretary Long, who, when asked, as he was about to depart for the day, whether he had reason to suspect that the disaster was

the work of an enemy, replied: "I have not. In that I am influenced by the fact that Captain Sigsbee has not yet reported to the navy department on the cause. He is evidently waiting to write a full report. So long as he does not express himself I certainly cannot. I should think from the indications, however, that there was an accident-that the magazine exploded. How that came about I do not know. For the present, at least, no other warship will be sent to Havana."

Public Men Appalled and Sobered.

The appalling nature of the disaster and the gravity of the situation that would arise should investigation give a basis for the undercurrent of suspicion of treachery and foul play that ran through all minds, had a sobering effect upon public men of all rhades of political opinion. The fact stands forth and is little less than remarkable that not a single resolution was introduced or a single speech made in either house of congress save one of condolene with the families of the killed, offered by Mr. Boutelle, and adopted by the house of representatives. Public men expressed their opinions with reserve when approached but everywhere there was a demand for an investigation and full details in the light of which the horror-may be justly

Secretary Long undoubtedly summarized the general opinion of the majority of the naval experts in finding it impossible just now to state the cause of the destruction

#### of the Maine. A Great Number of Theories.

There are a great number of theories, but most of them are of a character that makes it easy to prove or upset them by a single investigation by a diver. Secretary Long has taken immediate steps to make this investigation. Late this afternoon, he telegraphed to Admiral Sicard at Key West to appoint a board of naval officers to proceed at once to Havana, employ divers and to make such inquiries as the regulations of the navy demand shall be made in the case of the loss of a ship.

It is expected that this work will take some time, and while there are officers who say that, in their opinion, it will not be possible, owing to the probably disrupted condition of the hull of the ship, to make out the cause of the explosion, the opinion of the majority is that the question will be easily settled by the simple observation of the condition of the ship's hull plates in the neighborhood of the hole which sank her, whether or not they are bulged out, as would be the case if the explosion came from the inside, or whether they were driven in, as would result from the attack of a torpedo or the explosion of a mine beneath the ship.

Naval Officers Think It Accidental. The large majority of naval officers are inclined to the belief that the explosion resulted from spontaneous combustion of a coal bunker, the overheating of the iron partitions between the boilers and the magazine, or from the explosion of a their declaration of belief that the explo-

boller, though the last theory finds little sion was a deep laid plot of the Spaniards. | crew alive. This was another case of mag- tion of explosive gases in the paint room,

The list of survivors that came to the navy department this afternoon in answer to telegrams was inaccurate, and made out the loss of life eight more than the summary originally given by Captain Sigsbee, in an earlier telegram, so Secretary Long telegraphed for another corrected list, and also one that should show who were and who were not wounded of the survivors. It was found necessary to do this, owing to the great number of pitiful appeals for information as to the safety of some unfortunate on the Maine that came from all parts of the country.

Not Impossible to Raise Her. The naval constructors, in the light of the dispatches thus far received, say it is by no means certain that the Maine cannot be raised and again carry the flag. They say that while she is a big ship, others as large have been raised, and at Havana the new floating dry dock would receive her if she could once be gotten

Captain Sigsbee evidently is taking an interest in the future of the ship, for he sent a telegram to Commander Forsythe at Key West that was promptly transmitted to Secretary Long, suggesting that a lighthouse vessel or some such small craft be stationed in Havana harbor to watch over the wreck. The latter, even if beyond resurrection, contains valuable ordnance and other property that doubtless can be secured by divers.

It is said at the navy department that this disaster is the greatest of the kind in naval history since the sinking of the big British warship, Victoria, by collision with the Camperdown in the Mediterranean, off Malta, June, 1893. By that accident, the British admiral commanding, twenty-two officers and 336 men lost their lives.

### General Blanco's Report.

The Spanish legation was early advised of the horror by Captain General Blanco, who expressed his profound regret and added that the occurrence was a chance accident, the undoubted cause being an explosion of the boiler of the dynamo. This was the only specific cause assigned from an official source during the day.

M. Dubose, the Spanish charge d'affairs, called at the state department to express his profound regret and the entire Spanish staff left their cards at the navy department as a mark of personal condolence. At all the foreign establishments there was the deepest interest and solicitude over the affair, and during the day Ambassador Cambon, of France; Sir Julian Pauncefote of the British embassy, and other foreign representatives called on the president or at the state department to express

The disaster is remarkable in that only two officers lost their lives, and these were of junior grades. They were Lieutenant Friend W. Jenkins and Assistant Engineer Darwin R. Merritt. The former was unmarried, but leaves a mother and sister. The latter, it is thought, also was unmarried, but the department is unadvised concerning his family.

## Big Demand for News.

Hard work and harder waiting and expectancy marked the evening for most of the department officials whose duties connected them in any way with the Maine disaster. Secretary Long, who had been aroused at 2:30 a. m., when the news first reached Washington, was thoroughly tired out, and went to bed unusually early. He turned over to Lieutenant Whittelsey the receiving of all dispatches relating to the disaster, with orders, following out those of the president at the cabinet meeting, to make public everything relating to the affair. Very little was received that would throw light on the situation, but nearly a hundred private telegrams came from friends and families of the officers and crew, begging for specific news of the loved ones, and relatives who were with the fatal ship. Replies were made to such incuiries as could be answered. It was noped by the department that a list of the injured among the survivors could be secured promptly, but, though a request for this was cabled to Havana at 4 p. m., no

#### response was received. No Word From Woodford.

The state department was on the alert for news both from Havana and from Minister Woodford at Madrid, but beyond a second nessage from General Lee, expressing the hope that public excitement in the United States would be repressed and detailing additional courtesies at the hands of the Spaniards, nothing was received.

The efforts of all government officers to emain calm in the face of the shocking disaster and its attending mystery was apparent, and a number of naval officers volunteered theories in support of the accident hypothesis, all of which, in the absence of any facts on which to base a reasonable opinion, were decidedly unsatis factory. At the White House, the president spent the evening until midnight in his office.

There was no official conference on the disaster, however, and but one caller, Senator Fairbanks, of Indiana, who merely discussed the Maine catastrophe incidentalv with the other business which brought him to the White House. The president displayed the keenest interest in the appalling story, and the deepest sympathy for the sufferers, and it was at his suggestion that the order half-masting all government flags was issued. He was kept informed of the course of events by private dispatches and those of the Associated Press, which were sent to him from time to time through the evening.

#### SURVIVORS REACH KEY WEST. Sailors Pooh-Pooh the Idea That the Disaster to the Maine Was

an Accident. Key West, Fla., Feb. 16.-The steamship Olivette arrived here to-night with a large number of the wounded and many othe survivors of the Maine disaster. The officers were, as a rule, reticent, and followed in line with their chief, Sigsbee, in saying that the cause of the explosion could only be ascertained by divers, but many of the sallors were outspoken in

They are greatly incensed against the Havana people, who have shown them small courtesy, who looked upon their presence as a national affront, and who have published anonymous circulars captioned "Down with Americans." They believe that the author of such expressed and cowardly hatred would not stop at an act of such terrible vengeance as the blowing up of the Maine. These sailors, acquainted with the drills, discipline and ensemble of a man-ofwar, pooh-pooh the idea of an internal ex-

#### plosion as the last thing to be thought of. WHAT CAUSED THE EXPLOSION Feeling at the Navy Department That It Was Due to Overheat-

ed Coal. Washington, Feb. 16.-Both Secretary Long and Assistant Secretary Roosevelt called a consultation in the forenoon of all of the chiefs of the navy department and several of the officers of high rank not directly attached, like Commodore Schley, president of the lighthouse hoard, who has a brilliant reputation as a gallant officer and is possessed of great discretion. The purpose of these consultations was to secure the best expert testimony as to the probable cause of the Maine disaster, while at the same time, ascertaining to what extent the naval situation has been affected by the loss of the Maine. A good deal of disquiet was exhibited when it was shown that the loss of this fine battleship had done a good deal to destroy the balance of power, theoretically, between the navies of Spain and the United States, which now left only six serviceable fronclads, as against seven in the Spanish fleet.

Every confidence is felt at the department in the commander of the Maine, Captain Sigsbee, and until it is really established otherwise there is every disposition to charge the accident, if accident it was that destroyed the Maine, to some cause beyond the usual range of human discre-

Captain Sigsbee's brief report, as well as General Lee's dispatches, indicate that they now incline to the belief that the explosion was of internal origin. Both agree that the force of it was in the forward part of the ship, and this is borne out by the escape of the majority of the officers, whose quarters are aft, and the heavy casualties among the crew, sleeping for ward. Probably in the latter case the death list would have been even larger but for structure forward on the main deck, a porso escaped the greater violence of explosion as felt on berth deck below them. Maine had three magazines. The one forward was used for the storage of ammunition weighing 15,000 pounds. This quantity of explosives is so large that the naval possible for any human being on board to have escaped had this magazine exploded

There was no smokeless power on board made up of brown prismatic powder. Not only is this powder most carefully packed in hermetically sealed copper cases, but its it cannot be ignited by the flame of a match, 600 degrees, Fahrenheit, being the amount of heat that must be applied for some time to set off the powder. On the case of a charge in the gun, by the exploprecaution is adopted aboard ship to safe pard the magazine.

In its vicinity a sentry stands on duty continually. The doors are closed hermet-ically except when the ship is cleared for action. At 8 o'clock every night the temperature is taken, and the keys of the ocked door are placed in the cantain's navy department show that 87 degrees was magazine during the past month, a very low and safe temperature. These facts make it extremely difficult to account for the explosion.

The department within recent years has been greatly troubled by complaints of spontaneous combustion of coal in the ships' bunkers, which have endangered the lives of the crews and the safety of the ships. The Cincinnati, twice at least, has been obliged to flood her magazines to prevent their blowing up during fires of this kind, and the cruiser Boston has been in the same condition. In some of these cases, the powder charges have been charred by the heat caused by the burning coal in the adjacent bunkers. Although the bunkers ere inspected, under the regulations, at these cases of spontaneous combustion that the navy department only recently had the special board investigate the subject with the view to applying preventive measures. Unfortunately, this board was prevented from making the thorough investigation necessary, because no funds were applicable

to the purpose. Even empty bunkers have exploded. In the case of the Atlanta, some years ago, the bunker exploded with great violence and the only explanation that could b given was that it probably was caused by the igniting of the vapors arising from th new paint applied to the lining of the

The theory advanced by the Spanish authorities that the disaster might have been caused by the explosion of the boiler is cepted at the navy department as within the bounds of credibility. The Maine's boiler was separated from the powder magabout four fect, usually filled with coal At least one boiler undoubtedly was ken under almost full steam in order to run th dynamos and move the ship in case of easily drive through the bulkhead and fire

Inasmuch as suspecion exists in som arters that a torpedo was used against the Maine it may be said that the majority of naval officers believe that the characte of the explosion was hardly such as could be attributed to a torpedo.

The latter, charged with about 100 pounds of powder or guncotton, it is believed, would have torn a large hole in the bottom or side of the Maine, and was scarcely likely to fire the magazine, which is not ear the bottom.

It is said at the navy department that here is no lack of precedent for such disasters as that sustained by the Maine all of which can be traced to accidental auses. In 1885, the United States man-of war, Missouri, then lying at Gibraltar, was totally wrecked by the explosion of her history is that of her majesty's ship Dot Puenta Arenas, in the straits of Magellan ed the ship from the facof the waters and left almost none of her

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izine explosion, though it may have originated in the coal bunkers or boilers.

#### DEAD NUMBER ABOUT 260. Cablegram Received at 9 O'clock Last

eral Lee. Washington, Feb. 16,-The following caolegram was received by the state depart-

Night From Consul Gen-

ment from Consul General Lee at 9:16 to-"Havana, Feb. 16 .- Profound sorrow expressed by government and municipal au-thorities, consuls of foreign nations, organ-

zed bodies of all sorts and citizens gener-"Flags at half mast on governor general's palace, on shipping in harbor and in city. "Business suspended; theaters closed.

"Dead number about 260. "Officers' quarters being in rear and seamen's forward where explosion took place accounts for greater proportional loss of

sailors. "Officers Merritt and Jenkins still miss-

"Suppose you ask that naval court of inquiry be held to ascertain cause of explo-

"Hope our people will repress excitement and calmly await decision. The president has ordered that to-moruntil further notice the flag at all navy yards and on naval vessels, at posts, army headquarters and on all public buildings shall be half masted.

Late to-night the following dispatch from Captain Sigsbee, at Havana, addressed to Secretary Long, was received:
"All men whose names have not beer

sent as saved probably are lost. Have given up Jenkins and Merritt as lost. Bodies are still floating ashore this afterno keep nine officers, one private and Gunner's Mate Bullock here with me." A dispatch from Captain Philip, of the

drafts of twenty-one apprentices which Maine, are still on board the Texas. The president and several of his cabinet associates held an extended conference about noon. It was not a cabinet meeting, as no notice had been sent out, and only Secretary of the Navy Long, Secretary Gage, Attorney General Griggs,

Postmaster General Gary and former At-torney General McKenna were present. The disaster to the Maine was the only topic considered. It was determined to abandon the reception at the White House to-night and also the reception to the gen eral public to-morrow night, About 2 o'clock the cabinet officers came from the president's office. One of them stated that the president had given direc-

tions that all official information relating to the disaster should be given to the A cabinet officer stated that there were many evidences that the disaster was the result of accident. Up to the present time, he said, no orders for sending another American ship to Havana had been given. Consul General Lee had cabled that the Spanish authorities had expressed to him their profound regret at the occurrence. Another cabinet official stated that one of the dispatches stated that Captain Sigsbee

Secretary Long, for the president, sent United States steamer Maine, Havana:-The president directs me to express for himself and the people of the United States his profound sympathy with the officers and crew of the Maine, and desires that no expense be spared in providing for the surrivors and the care of the dead.

The president recalled his invitations to receptions this evening and to-morrow night owing to the disaster which has befallen

the American navy.

Probably not since the wreck of the American fleet at Samoa has so much excitement was shown to-day. The beautiful model of the battleship Maine, standing before the door of Secretary Long, was surrounded all day by crowds. At intervals, telegraph nessengers appeared bearing messages, Upon the delivery of each message there would a rush to the secretary's room to learn

the latest news. Up to the time Secretary Long went over to the White House, the news was freely and promptly given out. After that five messages were sent direct to him at the White House, and the crowd was obliged to wait for the knowledge of their contents ment. The navigation bureau was besieged with inquiries from the friends of the shin's company, seeking information as to the

mortality.

All the officials were able to do was to cause to be prepared copies of the muster rolls of the men, and as soon as these could be prepared the list was given to the

who it is feared are dead, are Lleutenant junior grade) F. W. Jenkins and Assistant Engineer Darwin D. Merritt. Mr. Jenkins was born in Allegheny City June 26, 1865. and appointed naval cadet September 28, 1882 by Representative Thomas M. Bayne, of the Twenty-third congressional district After a short cruise on the Atlanta, he was raduated June, 1888, after which he served successively on the Galena, Kearsarge and Swatara. He was next attached to the coast survey and served with it until February, 1890, when he was again orered to sea on the gunboat Bennington. From June, 1893, to September, 1895, he was on ordnance duty at the naval proving per, 1895, he was ordered to the battleship Maine and has since been attached to that vessel. He reached his present grade of iunior lieutenant in January, 1897.

Assistant Engineer Merritt was born at Red Oak, Montgomery county, Ia., April 12, 1872. He was appointed to the naval academy September 10, 1891, graduating at the head of his class four years later. He went to sea on the Amphitrite and was subsequently transferred to the Indiana. ecciving his final graduation July 1, 1897 After a short service at the New York navyyard, he was ordered to the battle ship Maine September 10, 1897. It is said at the department that his service has een extremely creditable.

### VIEWS OF NAVAL MEN. ome Believe Maine Was Blown Up by a Torpedo-Others Think It

Boston, Mass., Feb. 16.-Rear Admiral George Belknap, U. S. N., retired, said today that he was inclined to think the Maine was blown up by a torpedo.

Accidental.

"I do not see," he said, "how an explosion of the forward magazine could have occurred. The keys of the magazines are always kept in the custody of the captain. All the ammunition is carefully cased nostly in the form of projectiles, and their explosion by themselves is next to impos sible. If, as the dispatches state, the whole bow of the ship was blown off, it is appar ent that the explosion could not have been caused by the boilers or the coal getting heated. I do not see how it could have occurred from the paint room, as every precaution is taken to prevent the collec-

and if such an explosion occurred it would have been more likely to have caused a fire than destroy the ship.'

Rear Admiral Belknap said it was a very significant thing that the Maine should have been blown up in that particular har bor, at this particular time. In the sence of information as to the cause of the explosion, he thought that was the mos significant indication in the whole matter. Chicago, Feb. 16.-Commander J. E. Montgomery, once of the United States navy, a commanding officer of a Confederate fleet during the civil war, and the man who raised the frigate, afterwards the ram, Merrimac, was very emphatic to day in declaring the sinking of the battleship Maine in Havana harbor the result of treachery, and an act without parallel in the world's history. In his pointon war must inevitably follow. When the divers go down and examinthe hull of the vessel," said Commodore Montgomery, "it will be found that it was stove in by a torpedo exploded under the bow, with diabolical intent. To be sure, an accident may occur on shipboard-a magazine or a boiler may explode. But consider all the circumstances and you will not entertain the theory of accident.

"In the history of our navy there neve nas been such an accident. the first one occur in so perfectly equippe a vessel as the Maine, and under so capable a commanding officer as Sigsbee? Why should it occur in Havana harbor, where the vessel was at the mercy of an enemy of treachery, as we know the Spaniard is and has been as long as he has figured in history? Why should it follow so closely the recent exposure of the Spanish minister to the United States as despicable time-server, who wore an affable demeanor in Washington while giving vent to his hatred of our chief executive and our people in private letters to com-patriots? The combination of facts is too strong to leave a doubt. I miss my guess if retribution will not be swift."

Commander Montgomery is familiar with Havana harbor. It would be comparatively easy, he says, with small boats or other-wise, to set a torpedo to destroy the American vessel. This is his theory of how the Maine was wrecked. New York, Feb. 16.—Lieutenant Com-

mander Speyers, of the United States navy, was aroused from his bed at the Navy Club and told of the Maine's destruction. "I cannot understand how such an ex-plosion occurred in the ship," he said, with the accent on the "in." "I am not, however, familiar with the location of the magazine in the Maine. Sometimes there are magazines both fore and aft in warships, and it is barely possible that the But I do not understand how any ammuniat this time. There is no reason that I to the magazine then. The keys of a vessel's magazine are always kept in posses sion of the captain, and when the captain eaves they are turned over to the officer left in command. Not having full informaion, I cannot express any opinion on the disaster."

Indianapolis, Ind., Feb. 16.-Rear Admira George Brown, who was the highest official in the navy till his retirement last year, was exceedingly surprised to hear of the destruction of the Maine, and from the neager news was loath to venture any explanation of the affair. "I can offer nothing but vague conjecture as to the probable cause of the destruction of the Maine though it would seem to me, at this time, be found that an explosion occurred on the

The admiral was asked if it were possible that a torpedo lying in the harbor could ship. He did not think this could have been possible. If a torpedo caused the ex plosion it must have been sent from shore for torpedoes are not lying around loose in Havana harbor, where hundreds of ships

are in and out.
"I am sure no official had anything to do with it, if a torpedo was responsible. Oh, no," said he, "there could have been no explosion of a torpedo by the dragging of the Maine's anchor, or anything of that sort. Nor are there submerged mines in the harbor. I don't recall any similar affair of this kind in the history of the United States navy, either in time of peace

San Francisco Feb. 16.-Irving M. Scott vice president and general manager of the Union iron works, of this city, which built the battleship Oregon, upon learning of

the loss of the Maine, said:
"While it is impossible, with the facts at hand, to give any definite reason for the accident, there are several conditions which may have occurred, any of which migh account for the destruction of the vessel. For instance, fire in the coal bunkers, where they abutted against the magazine might have heated the partitions sufficient ly to explode the powder in the magazine That the explosion was not in the boiler room is evident, for the ship was at res and all her steaming capacity was therefore under full control.

"It might have occurred in the forward readily account for the sinking of the vessel. A torpedo fastened underneath her bottom might have caused the same results, and, while it is natural, under the existing condition of affairs between this ountry and Spain, that some enthusiastic Spaniard, out of spite, might have occaioned it, or that some equally enthusiastic rebel, with an idea of aggravating the relations between Spain and America, might have done it, yet the very meager reports so far received and the specific request of her commander that judgment be suspended indicate that the calamity was due to ome utterly unforeseen accident on board the ship herself."

New York, Feb. 16.-Rear Admiral Erben, U. S. N., retired, said to-day that he inclined to believe that the Maine was blown up by her own magazine. Such things had happened before.

Officers of the battleship Texas and the

ruiser Nashville were shocked at the news from Havana. Captain Phillips said: 'I cannot see how an explosion on board the Maine would be possible. Neither can imagine the possibility that a torpedo sonable that anyone would have done such

#### AS VIEWED BY CONGRESSMEN. General Disposition Is to Attribute the Loss of the Maine to

Accident.

Washington, Feb. 16.-The Maine incident formed the principal topic of consideration by the senate committee on foreign relations at its meeting to-day. The affair was not officially before the committee, but it vas nevertheless allowed to displace almost all other business. The opinion generally expressed by members of the committee in this informal conference was to the effect that the occurrence is one of very serious complications unless Spain can make i ery plain that no Spaniard was in any her of the committee said, after the close perted to make an explanation that would

she did not, this country would have a right to demand such explanation. Most after the conference to express any opinion

"It is too serious to talk about at present," said Senator Lodge, while Senator Cullom said: "I can't see how the explosion could have been the result of an acci-dent, and I think the time is rapidly approaching when this country must do some

Senator Clark would only say: "It is singular that such accidents happen at such

inopportune times." The news of the disaster created a profound impression at the capitol. Senators and members of the house, as a rule, expressed the opinion for publication that the catastrophe was the result of accident, and ot of design, but there were some opinions generally expressed under the breath with the admo ffect that the affair looked very mysterious and doubtful. As a rule, senators ex-pressed the opinion that the department would and should make thorough investiga ion and added that for the present it would be unnecessary for congress to take the matter up.

Chairman Hitt, of the foreign affairs committee; Chairman Dingley, of the ways and means committee, and members of the naval committee of the house all said they preferred to await fuller information before would be well for the public to follow the cue given by Captain Sigsbee and suspend judgment until the cause of the disaster was ascertained. Senator Platt, of Conecticut, expressed the opinion that the ex plosion would be found to be the result of an accident from within, and he doubted that any one could have planned and carried out a plot to bring about an explosion

Ex-Senator Butler, of South Carolina, who was a member of the committee on foreign relations in the senate during his ervice, said that it was decidedly that American vessels have visited every port in the world and no accident befalle them, but as soon as a vessel visited Havana this great disaster should occur. Gen eral Butler was of the opinion oold man had gone aboard the Maine and placed a grenade with a slow match wher it would explode the magazine. It was probable, he thought, that many peopl had been permitted to visit the warship, and that some one of the visitors had car ried a grenade aboard.

Senator Hale, chairman of the commit tee on naval affairs and a member of the committee on appropriations, said: "There matter up. Surely something should be left to the department, and this is one of the things which, in my opinion, should be so left. It is, of course, impossible from accident occurred, but I feel confident that the facts, when developed, will show that it was an accident. The Maine was, of course, prepared for action in case action should be necessary and had, therefore, nany vulnerable points exposed. A bat he most favorable circumstances."

The senator added that, whatever could have caused the catastrophe, he was sure that no friend of Spain could have been guilty of such conduct, for the reason that if there had been no higher motive the act vould have been a very foolish and foolhardy one.

Senator Warren, of Wyoming-"If it should develop that the Spanish had any-thing to do with the occurrence, both the States navy and the army ought to be summoned to take the matter up in

Senator Clay, of Georgia-"The presumr ion is that the navy department will give careful and thorough attention to the mater and that it will make such report as it may deem necessary. If then it become there will be no hesitation in dealing with the matter. There is no proof that spanish are in any way responsible for this serious calamity, and we should be slow to make charges without proof to substantiate them. I, therefore, myself with saying that investigation should be rigid, letting the blame rest where it

Senators Chandler, Mason and Carter were in the senate committee on postoffices and postroads, and, of course, were talksaid that no one could tell now how the accident occurred. It might have torpedo under the bows of the ship, or it might have been an accident while handling

"But they are not likely to have been night," put in Senator Mason.

Senator Chandler. "If the explosion was from within it was no doubt an accident If from without, then no doubt it was by design."

Senator Carter said it was a most serious and awful disaster. He expressed the opinion that no amount of investigation would clear up the mystery or how it occurred. The explosion would leave no trace f what took place before, and the burning ship would obliterate all possibility of learning much of what took place. Senator Morgan, of Alabama, a member

of the committee on foreign affairs, said: to the causes and results of the Maine catastrophe, I would not venture an opin upon it. If it was an accident, as the first dispatches seem to indicate, it was most deplorable; if it was due to treachery, as some are inclined to believe, it was most heinous, and no penalty would be too severe the calamity was due to accident or treachery, I should like to see introduced in con gress a joint resolution providing for the immediate contruction of two battleships and costing not a dollar less than the illfated Maine cost. Action of that kind by ever or wherever one of our tentacles was cut off, two would at once grow in its

"It seems almost out of the question that it was the result of an accident. It is usual for a ship of the Malne's class to carry her magazines in her bow, where the explosion seems to have occurred. But I can say nothing of that now. I cannot guess and cannot speculate. It is an awful calamity. Let us await the particulars." Senator Perkins, of California, who has en a navigator all his life and knows thoroughly every detail in the construction and handling of great ships, said:
"I cannot conceive that such an explo

as that which is reportel to have wrecked the Maine could have resulted from an ac cloent. The chances, it seems to me, are 939 in 1,000 that the calamity did not result from an accident. It has been suggested that the explosion might have occurred while ammunition was being handled, but that is scarcely credible, as ammunition on a warship lying at anchor is not handled at 10 o'clock at night. Then, too, the am nunition on a warship is fixed amm tion, which is not in contact with anything at all likely to produce an explosion. Every board the ship is far distant from the magazines, and there is no possibility of danger by those means being communicated to the

ammunition. The discipline of both officers and me on the Maine, as well as on every other vessel, is such that the explosion could not

other ships of her class and the mechanism which operates them are constructed with all the nicety of a watch. By the simple pressure of an electric button any magazine on board the vessel could be instantly submerged and no fire could gain such headway as to endanger any of the magazines without discovery. I am firmly of the belief that the horror in Hayana harbor last scarcely conceive either that it was due to the treachery of Spanish officials or was brought about through their cognizance. However, the situation in Havana is so critical and the Spanish feel so keenly what appears to many of them an affront that that it seems not unlikely the catastrophe was due to the action of Spanish sýmpa-thizers. That it was not an accident I feel assured, and that it was due to treachery

am convinced. Senator Mills, of the committee on foreign relations, expressed the opinion that the ocurrence was the work of a torpedo. "I would not say," he said, "that the Spanish were responsible for it, but son must have been who had free access to the waters of the bay. I don't think it could have been due to an accident, and I think ongress should immediately take the matter up for a thorough investigation. If the vessel had gone into the Havana harbor in a time of hostilities between this country and Spain, precautions would, of course, have been taken, but there was no more reason to expect anything of the kind there than there would be in one of our own harbors. Yes, we should probe the matter

o the bottom.' Senator Gorman, of Maryland-"It is a most appalling disaster, but no one at-tempts, at this distance and before any more facts are given, to place the responsi-

Senator Morrill—"In my opinion the occurrence is the result of an accident. I have no idea that any Spaniard had any-

Representative Newlands, of Nevada, ember of the committee on foreign affairs, said it would be very hard to convince the American people that the ex-plosion was an accident. He would not wish to express an opinion until further Mr. Cummings, of New York, a member

of the navy committee, unhesitatingly gave blown up by a floating torpedo. "It would have been easy," said he, "for some one to have floated a torpedo down upon the ship as she lay at anchor. The torpedo would explode as it swung against the ship. I elieve the Maine was blown up." Mr. Cummings said it was more reason-

able to suppose that the Maine had been blown up than that, for the first time in our history, one of our warships had blown up without external agency.
In speaking of the ease with which a

could have been placed under the Maine, he recalled the occasion when Captain Paul Boyton, as a joke, swam alongside a British warship in New York harbor and attached a bogus torpedo to her protecting netting.

Representative Mercer, of Nebraska, said his afternoon: "If the death of 250 American sailors can, upon investigation, be traced to Spanish origin, nothing will satisfy the American

people except war." Representative Cousins, of Iowa, a memclared that if the Maine had been torpedoed by outside agency, that investigation was bound to develop that fact. "The frag-ments could not be destroyed," said he. "I understand that no high explosive is alowed to enter the harbor of Havana except that intended for the Spanish authoriti so that if it developed that a torpedo was General Joseph waeeler, the ex-Confedrate cavalry commander, now a member

owing message to the president this after-"To the President:-In case of any trouof services is on file at the war depart-

Representative Hilborn, of California,

who is a member of the naval committee, "It is improbable that the explosion occurred from within. The magazine may have exploded, but if so, that was probably the result of a first explosion from the zine to cause an explosion. There was nothing but brown powder, of which there was 50,000 pounds, which burns, but will not explode except under peculiar condi-tions which did not exist here. It is incapable of belief that this powder explodd. The powder is in metal cases. If a man got in the magazine he would have to tear open the cases and build a fire to set the

#### LONDON THINKS IT TREACHERY Newspapers Do Not Believe That the Maine Disaster Was an

powder off."

Accident. London, Feb. 16.-The headlines of all London newspapers hint that the disaster to the Maine points to treachery, either Cuban or Spanish, and the papers allude to the excitement and resentment at the Maine's dispatch to Havana. The newspapers also publish long descriptions of the Maine, with the names of her officers. They describe Captain Sigsbee as an eminent officer and publish accounts of his ca-

Stock exchange to-day, owing to the belief that the Cuban difficulty was ended, but later they fell rapidly, owing to the news

The Globe says: "It is impossible to refrain from the suspicion that the ex-plosion may have been caused by foul means. Although anchored, the Maine would have steam up in one of her boilers for the dynamos and auxiliary machinery. If an infernal machine had been hidden in the coal and thrown into the furnace, obof the boller, and, as a result, of a magazine. That this terrible event should have occurred in the harbor of Havana renders a solution of the mystery of interna-tional importance."

Continuing, the Globe says: "The last serious disaster of this nature occurring in peace time was in 1881, when Magellan. The verdict of the court was that it was caused by the formation of coal gas, another suggestion being that a substance called xerotine, a siccative, stored in the paint room, was responsible. Upon this occasion there were two distinct explosions and 142 out of the crew of

150 perished. "In the following year an explosion on In this case the disaster was traced to the use of the xerotine siccative."

The St. James Gazette leans to the supposition that the disaster was wrought by an explosion in the magazine, "which is beneath the forecastle, and as far as possible from the engine fires," adding: "It remains, however, to be explained how a magazine carefully guarded could be fired. As bearing upon this, it must be borne in mind that the discipline on American warships is usually, to English ideas, rather

"Another possibility is that the disaster have been caused by any action of any one | was produced by the explosion of a subma